Supplement to

Operator's Manual

(1 004 377 R1)

INTERNATIONAL HARVESTER

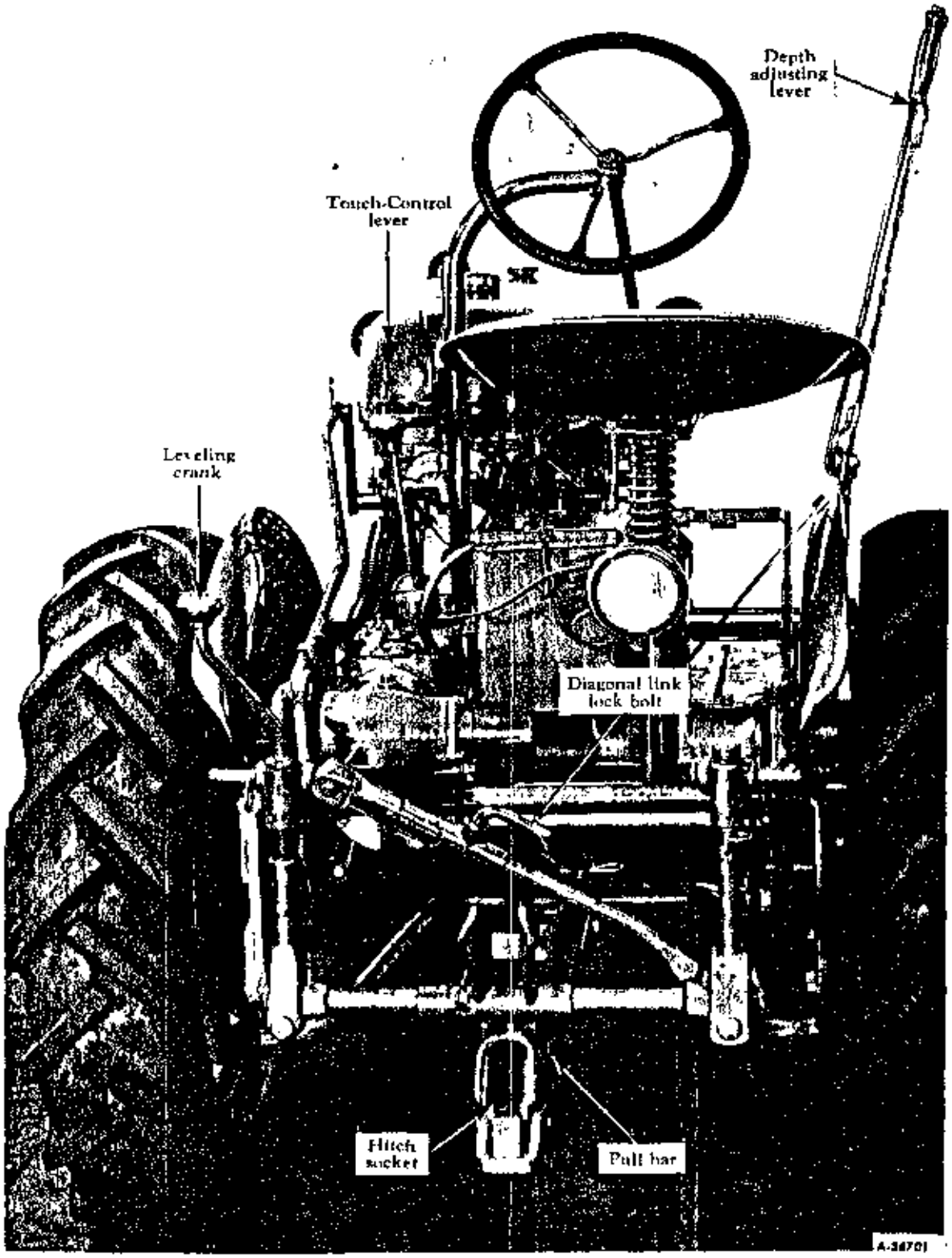
Farmall®
Fast-Hitch

for

McCORMICK®
FARMALL
Cub
Tractor

® Registered Trade-Mark

INTERNATIONAL HARVESTER COMPANY
180 North Michigan Ave. Chicago 1, Illinois, U.S.A.



Illust. 2
Rear view of Farmall Cub Tractor with Fast-Hitch.

The hitch provides an easy, simplified means of attaching and detaching rear-mounted implements and also adds to the flexibility afforded by the Farmall Touch-Control system.

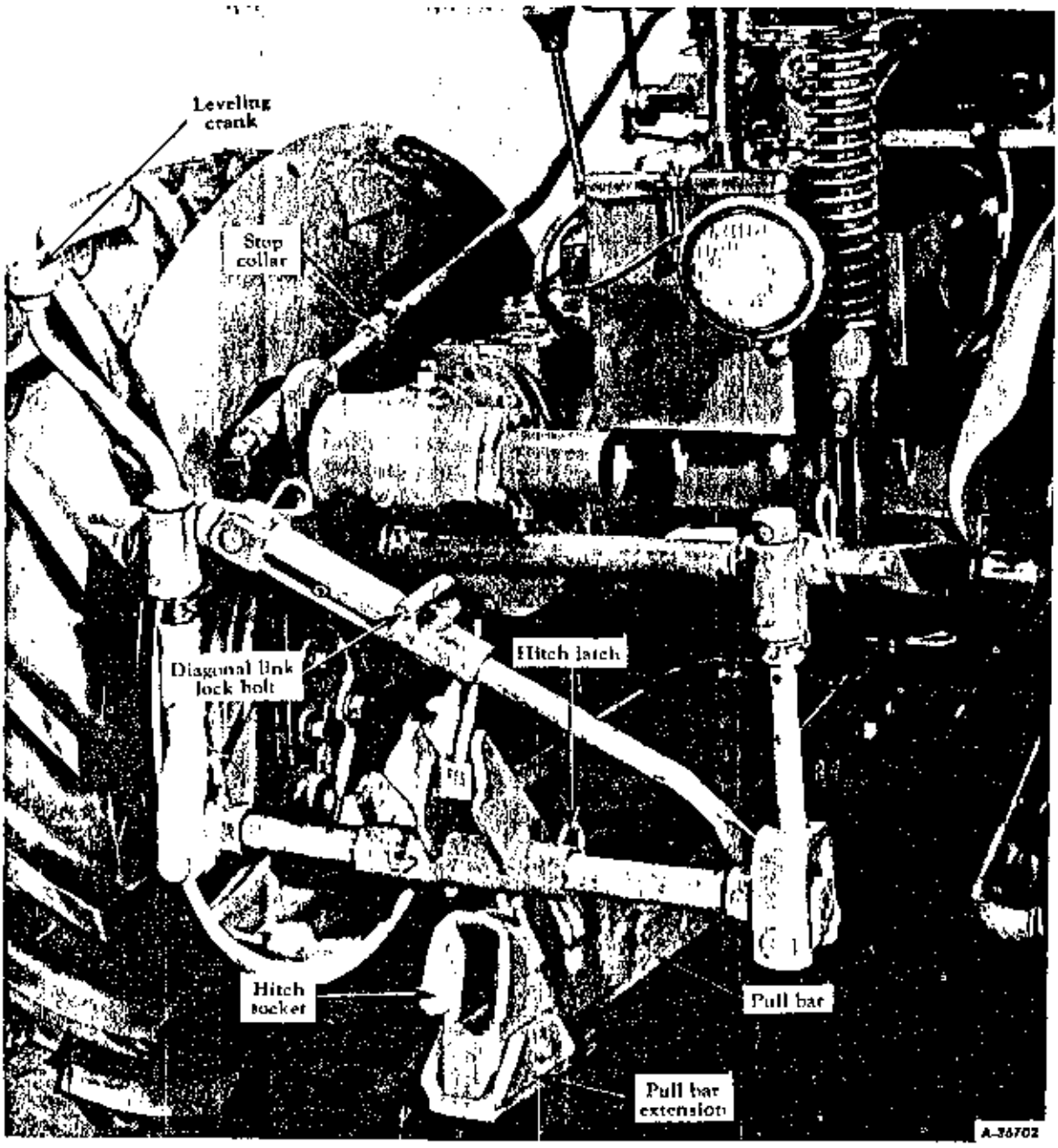
Coupling, uncoupling, depth control, and leveling of implements all can be done from the tractor seat. Other adjustments, as outlined below, are available to the operator.

Farmall Touch Control raises and lowers the complete hitch, thus raising the implement to the transport position, or lowering it to the working position.

The leveling crank at the rear of the tractor controls leveling, and the depth adjusting lever and link on the right side control depth adjustment.

When operating the hitch in other than the fixed drawbar position, the belt pulley must be removed. The belt pulley shaft must be covered with the belt pulley shaft guard and the power take-off shaft must be covered with the power take-off shaft guard, if not already so protected.

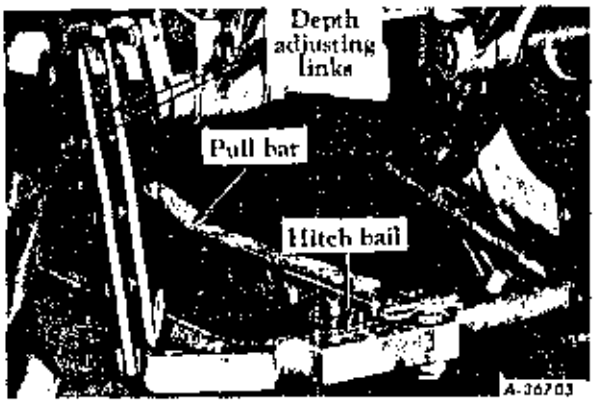
NOTE: Refer to the Farmall Cub Operator's Manual for more complete operating and maintenance instructions for the Farmall Touch-Control system.



Illust. 3
Diagonal link lock bolt, pull bar extension, hitch socket, etc.

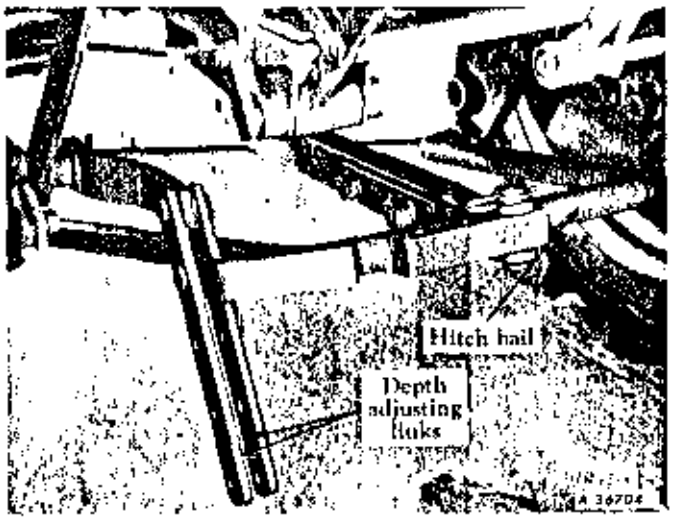
OPERATING THE HITCH

NOTE: The following operating and adjusting instructions are general only. Refer to the implement Operator's Manual for specific instructions.



Illust. 4
Links adjusted for plowing.

The Farmall Touch-Control hand lever serves to control the raising and lowering of implements. Do not attempt to gauge the depth with this lever unless so instructed in the implement manual. Plows must be free to float up and down and to seek their own level as determined by the hitch setting. The depth adjusting lever *(Illust. 2)* and the depth adjusting link *(Illust. 4 and 4A)* serve to control the working depth of plows and various other implements. The leveling crank controls leveling as required for plowing when opening up a furrow or for a change in plowing depth. The diagonal link permits the plow to swing from side to side, when the lock bolt is loose so that the diagonal link is free to swing. The stop collar *(Illust. 3)* should be set approximately six inches away from the swivel on the lift rod to permit the plow to float up and down.



Illust. 4A
Links adjusted for cultivating

COUPLING THE IMPLEMENTS

Adjust the height of the hitch socket with the Farmall Touch-Control and level the hitch with the leveling crank so the prong of the implement can enter the hitch socket when the tractor is backed against the implement *(Illust. 3)*. The latch snaps shut when the prong reaches the proper position.

To uncouple the implement on ground level, lower the implement to the ground, reach back and lift the hitch latch *(Illust. 3)* with the forefinger. If the latch is difficult to disengage, back the tractor slightly against the implement to relieve the strain on the latch. The latch will remain open until the implement prong is withdrawn.

HITCH ADJUSTMENTS

The height of the hitch determines the working depth of the implement. The depth adjusting link should be connected to the hitch bail at the hole recommended in your implement manual. *Illust. 4* shows the hitch bail connected at the lower hole as when plowing, and *Illust. 4A* shows the hitch bail connected at the upper hole as when cultivating, etc. After the links are properly connected, the depth adjusting lever *(Illust. 2)* is used for all depth adjustments on most implements, as instructed in the implement manual. This lever can be placed at any of seven positions on the quadrant by pressing down on the handle button. Move the lever to any selected notch on the quadrant and release the handle button.

When plowing, the lock bolt (or hand screw) on the diagonal link must be loose or unscrewed far enough so that the diagonal link is free so the plow can swing from side to side.

When operating with middle busters or cultivators, the lock bolt must be screwed in tightly to keep the unit in a rigid position to prevent the implements from swinging.

When cultivating crops with high foliage, the Fast-Hitch pull bar and diagonal links may be removed to provide more clearance under the tractor.

PULL BAR EXTENSION

A pull bar extension is available for pulling trailing implements. When in use, the extension is attached to the pull bar with the hitch hole toward the rear by a pivot pin and quick attachable cotter pin. When not in use, the pull bar extension should be turned with the hitch hole toward the front. *See Illust. 3.*

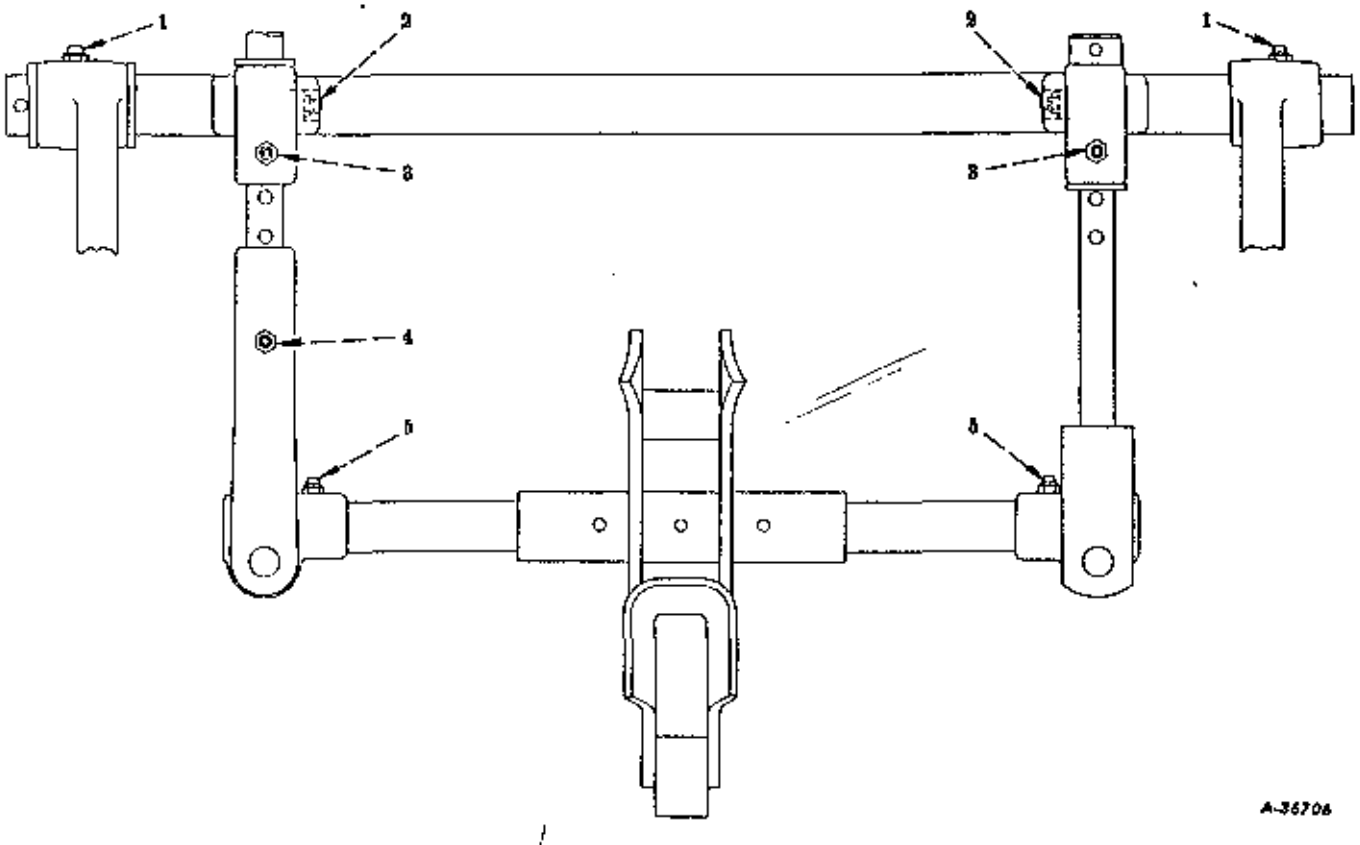
CUSHION SPRING

A cushion spring attachment *(Illust. 5)* is available for use on the pull bar when conditions require additional protection against damage to the tractor, hitch, or implement should a hidden obstruction be encountered in the field.

Illust. 5
Cushion spring.

LUBRICATION

All points of lubrication are equipped with lubrication fittings and require lubrication daily or after every ten hours of operation. Use pressure gun grease (chassis lubricant) and apply two or three strokes with the hand lubricator or sufficient grease to flush out the old grease. *See "Lubrication Chart" (Illust. 5A).*



Illust. 5A
Lubrication chart.

1. Hitch attaching bracket (2).
2. Rockshaft arm swivel (2)
3. Lateral link swivel, upper (2).
4. Leveling screw housing (1).
5. Lateral link swivel, lower (2).

Accidents can be prevented with your help

No accident-prevention program can be successful without the wholehearted co-operation of the person who is directly responsible for the operation of equipment

To read accident reports from all over the country is to be convinced that a large number of accidents can be prevented only by the operator anticipating the result before the accident is caused and doing something about it No power-driven equipment, whether it be transportation or processing, whether it be on the highway, in the harvest field or in the industrial plant, can be safer than the man who is at the controls If accidents are to be prevented—and they can be prevented—it will be done by the operators who accept a full measure of their responsibility

It is true that the designer, the manufacturer, the safety engineer can help, and they will help, but their combined efforts can be wiped out by a single careless act of the operator.

It is said that "*the best kind of a safety device is a careful operator.*" We ask you to be that kind of an operator.

NATIONAL SAFETY COUNCIL

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